

ABSTRACT

A fuel manifold for the direct injection of fuel into an internal combustion engine comprising a head provided with a number of cylinders, a number of injectors, each of which is connected to the fuel manifold and is adapted directly to inject the fuel into a respective cylinder, and an intake manifold, which is connected to the head in order to supply fresh air to the cylinders, the fuel manifold being formed by a single monolithic body which is made from thixotropic aluminum by means of a pressure die casting process and comprises a supply duct adapted to distribute the fuel to the injectors, and a flange disposed laterally to the supply duct, the flange being adapted to be secured by a plurality of screws to the head of the engine and comprising a number of coupling members each of which is adapted to bring a respective cylinder into communication with the intake manifold.